

LATEST NEWS AND GOSSIP OF THE STOCK MARKETS

MARKET FEELING UP BUT SHARED OFF

Better Feeling in London Caused Higher Prices on This Side.

RALLY ONLY SHORT LIVED

Bank Statement and Deposit of Government Funds Received But Slight Consideration.

NEW YORK, July 14.—Today's market opened higher, apparently in sympathy with the tendency toward a rally which was in evidence in the last few minutes yesterday, and in keeping with the higher London quotations. Before the first half hour had passed prices had been shaded by moderate profit taking on the higher prices at the opening. Most of the gains noted at the beginning of the second hour were maintained. The market ruled quiet during that period, and there was not a marked response to the announcement of the deposit of between \$4,000,000 and \$4,500,000 of Government funds with some twenty-five national banks, nor to the bank statement. The closing was quiet at only fractional concessions from best prices. Government bonds unchanged; other bonds quiet.

FINANCIAL GOSSIP

It is understood in London that New York banks are negotiating for \$1,000,000 of gold, which would necessitate withdrawals from the Bank of England as well as purchases in the market.

The appeal made by Secretary Shaw several days ago to national banks that they increase their circulation of \$5 notes to relieve the scarcity of small bills has met with prompt and favorable response.

Articles of incorporation have been filed for the Atlanta and New Orleans railroad, the intention being to construct a railroad from that city to New Orleans and Baton Rouge. The capital is nominal, being \$100,000. The incorporators are local business men.

While the action of Amalgamated Copper is very discouraging and some uneasiness is felt over the continued cut in copper metal prices, there is reason to believe that this is a manipulative condition and that Amalgamated stock is being accumulated by insiders.

With the speculative element still in control of the situation, and the strongest members of the bear party continuing aggressive in their demonstrations against values, it is folly to look for any marked general upward movement for some days, though fundamentals are so alluringly favorable. In this way one prominent financial writer puts it.

Increased circulation by the banks is expected to counterbalance the effect of the Panama bond sale, while it is thought that the gold import movement will soon be taken up by the banks. The whole fear of the monetary stringency are without sound basis. Secretary Shaw's visit to the city having led to a feeling of more confidence in this respect.

There is much speculation as to the action the directors of the Consolidated Gas Company may take at the regular dividend meeting on July 25. The directors then will have nearly three months' experience with the new eighty-cent gas law, and what they are doing in the matter of the dividend is exciting much curiosity in Wall Street.

It is the general opinion that the present dividend rate of 1 1/2 per cent quarterly will not be increased; at the same time no suggestion is made that the rate be lowered.

The decline of the Pennsylvania convertible 3 1/2 per cent bond from a high price of 101 to a low price of 92 1/2 has been one of the most disturbing episodes in the market this year. These bonds were brought out and widely distributed to the public around 100 interest, and the yield 3 1/2 per cent. They are now selling around 92 1/2, and interest to yield 4 1/2 per cent.

The issue is \$100,000,000. Because it is so large an issue, and of the long, steady decline reaches all corners of the bond market.

It is admitted on all sides that the lack of initiative on the part of the so-called banking interests is what is hurting the market more than any other one thing, and that the "lack of buying power" so frequently referred to of late is attributable to this source. Even the optimist does not seem to say that stocks are not supported, except where a serious break is threatened, and then only at considerable concession in price, as evidenced by the "wide open" sales in certain issues of late.

Stockholders of one of the Walsh banks, the Equitable Trust Company, are asked to raise a million to deposit with the associated banks, to prevent forced sale of its assets. Assets are worth \$1,000,000.

The indebtedness of the Equitable to the associated banks is \$2,000,000. The banks have agreed to cancel \$2,000,000 of the debt, by taking securities at the same price the Equitable paid, on condition that the Equitable stockholders pay the remaining \$1,000,000 in cash. The clearing away of this debt will reduce the Walsh bank's associated banks from \$10,000,000 to \$7,000,000.

NEW YORK CURB STOCKS.

[Quotations furnished by Charles G. Gates & Co., Munsey Building.]

Saturday, July 14. Open. High. Low. Close.

Int. Mer. Mar. 9 9 9 9
Mer. Mar. 9 9 9 9
Mackay 71 72 71 72
Ch. Sub. 41 42 41 42
Fr. Col. 101 102 101 102
Grady 101 102 101 102
Greene 101 102 101 102
U. S. Steel 101 102 101 102
U. S. Steel 101 102 101 102
U. S. Steel 101 102 101 102

N. Y. STOCK MARKET

Saturday, July 14.

Open.	High.	Low.	Close.
Amal. Copper	97 1/4	98 1/4	98 1/4
Am. Car & F.	101 1/2	102 1/2	102 1/2
Am. Cotton Oil	29 1/2	30 1/2	30 1/2
Am. Ice Sec.	58 1/2	59 1/2	59 1/2
Am. Locomotive	67 1/2	68 1/2	68 1/2
Am. Steel	101 1/2	102 1/2	102 1/2
Am. Sugar	121 1/2	122 1/2	122 1/2
Am. T. & O.	111 1/2	112 1/2	112 1/2
Am. Woolen	33 1/2	34 1/2	34 1/2
Anaconda	22 1/2	23 1/2	23 1/2
B. & O.	111 1/2	112 1/2	112 1/2
B. & O. 1st	111 1/2	112 1/2	112 1/2
Big Rapid	91 1/2	92 1/2	92 1/2
Can. Pac.	101 1/2	102 1/2	102 1/2
Cent. R. & P.	101 1/2	102 1/2	102 1/2
C. & O.	101 1/2	102 1/2	102 1/2
Del. & D.	101 1/2	102 1/2	102 1/2
Col. F. & L.	47 1/2	48 1/2	48 1/2
Col. South.	32 1/2	33 1/2	33 1/2
Col. S. & W.	47 1/2	48 1/2	48 1/2
Consol. Gas	137 1/2	138 1/2	138 1/2
Corn Prod.	77 1/2	78 1/2	78 1/2
Del. & D.	101 1/2	102 1/2	102 1/2
Den. & R. G.	38 1/2	39 1/2	39 1/2
Dis. Sec. Corp.	53 1/2	54 1/2	54 1/2
Erie	38 1/2	39 1/2	39 1/2
Erie 1st	38 1/2	39 1/2	39 1/2
Erie 2d	38 1/2	39 1/2	39 1/2
Gen. Elec.	101 1/2	102 1/2	102 1/2
Int. Metro.	73 1/2	74 1/2	74 1/2
Kan. C. & S.	23 1/2	24 1/2	24 1/2
Kan. C. & S. 1st	23 1/2	24 1/2	24 1/2
Kan. C. & S. 2d	23 1/2	24 1/2	24 1/2
Manhat. Elev.	147 1/2	148 1/2	148 1/2
Mo. & N. O.	31 1/2	32 1/2	32 1/2
Missouri Pac.	101 1/2	102 1/2	102 1/2
Nat. Bk.	64 1/2	65 1/2	65 1/2
Nat. Lead	72 1/2	73 1/2	73 1/2
N. Y. C. & H. R.	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 1st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 2d	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 3d	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 4th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 5th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 6th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 7th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 8th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 9th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 10th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 11th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 12th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 13th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 14th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 15th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 16th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 17th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 18th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 19th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 20th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 21st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 22nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 23rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 24th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 25th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 26th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 27th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 28th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 29th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 30th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 31st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 32nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 33rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 34th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 35th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 36th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 37th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 38th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 39th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 40th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 41st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 42nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 43rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 44th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 45th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 46th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 47th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 48th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 49th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 50th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 51st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 52nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 53rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 54th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 55th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 56th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 57th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 58th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 59th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 60th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 61st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 62nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 63rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 64th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 65th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 66th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 67th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 68th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 69th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 70th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 71st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 72nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 73rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 74th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 75th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 76th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 77th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 78th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 79th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 80th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 81st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 82nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 83rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 84th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 85th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 86th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 87th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 88th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 89th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 90th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 91st	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 92nd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 93rd	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 94th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 95th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 96th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 97th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 98th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 99th	101 1/2	102 1/2	102 1/2
N. Y. C. & H. R. 100th	101 1/2	102 1/2	102 1/2

PRICE CHANGES OF WEEK.

Sales.	High.	Low.	Close.
5,000 Allis-Chalm. Co.	174 1/2	16	16 1/2
1,000 Am. C. & F. pf.	101 1/2	99	99 1/2
472,600 Amal. Copper	97 1/4	95	92 1/4
2,600 Amer. Car. & F.	101 1/2	99	99 1/2
1,000 Amer. Cotton Oil	29 1/2	28 1/2	28 1/2
1,000 Amer. Ice	58 1/2	56	56 1/2
65,430 Amer. Locomotive	68 1/2	62 1/2	66 1/2
130,000 Am. Steel	101 1/2	99	99 1/2
2,800 Amer. Smeit. pf.	118 1/2	115 1/2	115 1/2
3,700 Amer. Steel Fy.	100 1/2	100	10 1/2
1,000 Amer. Sugar F. pf.	121 1/2	119	119 1/2
14,220 Amer. Sugar	121 1/2	119	119 1/2
1,200 Amer. Tob.	135 1/2	85	85 1/2
5,200 Amer. Woolen	34 1/2	32 1/2	33 1/2
1,000 Anaconda	22 1/2	21 1/2	21 1/2
30,200 Atchison	88	85 1/2	86 1/2
1,200 Atchison pf.	100 1/2	99 1/2	99 1/2
1,000 Atlantic C.	155 1/2	153 1/2	153 1/2
23,700 B. & O.	111 1/2	110 1/2	110 1/2
118,200 Brook. Rap. Trans.	79 1/2	77 1/2	77 1/2
1,600 Brunswick	14	13 1/2	13 1/2
1,000 C. & O.	107 1/2	105 1/2	105 1/2
2,000 Central Leather	37 1/2	36 1/2	36 1/2
1,020 Cent. Leather pf.	30 1/2	30	30 1/2
4,600 Ches. & Ohio	56 1/2	54 1/2	54 1/2
1,000 Ch. & O. 1st	56 1/2	54 1/2	54 1/2
1,100 Ch. Gt. W. pf. B. 25	25 1/2	25 1/2	25 1/2
185,180 Chl. M. & St. P.	116 1/2	112 1/2	112 1/2
1,000 Chl. M. & St. P. 1st	116 1/2	112 1/2	112 1/2
2,300 Chl. Union T. Co.	14	13 1/2	13 1/2
1,400 C. C. & St. L. J. 92	90 1/2	91	91 1/2
100,150 Col. Fuel & Iron.	40 1/2	40 1/2	40 1/2
1,000 Col. Fuel & Iron. 1st	40 1/2	40 1/2	40 1/2
2,000 Col. & South. pf.	48 1/2	47 1/2	47 1/2
14,300 Col. Gas.	14	13 1/2	13 1/2
1,000 Corn Prod. pf.	78 1/2	77 1/2	77 1/2
4,000 Corn Prod. pf.	78 1/2	77 1/2	77 1/2
7,800 D. & Hudson	211	207	207 1/2
3,500 Den. & Rlo G.	40 1/2	37 1/2	38 1/2
2,000 DuSelling	40 1/2	37 1/2	38 1/2
1,200 Erie	414	382 1/2	382 1/2
4,600 Erie 1st pf.	78 1/2	76 1/2	76 1/2
1,000 Erie 2d pf.	78 1/2	76 1/2	76 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
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1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
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1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie	414	382 1/2	382 1/2
1,100 Erie			